

RACING WITH A TYPHOON — In a Trawler

May 2002

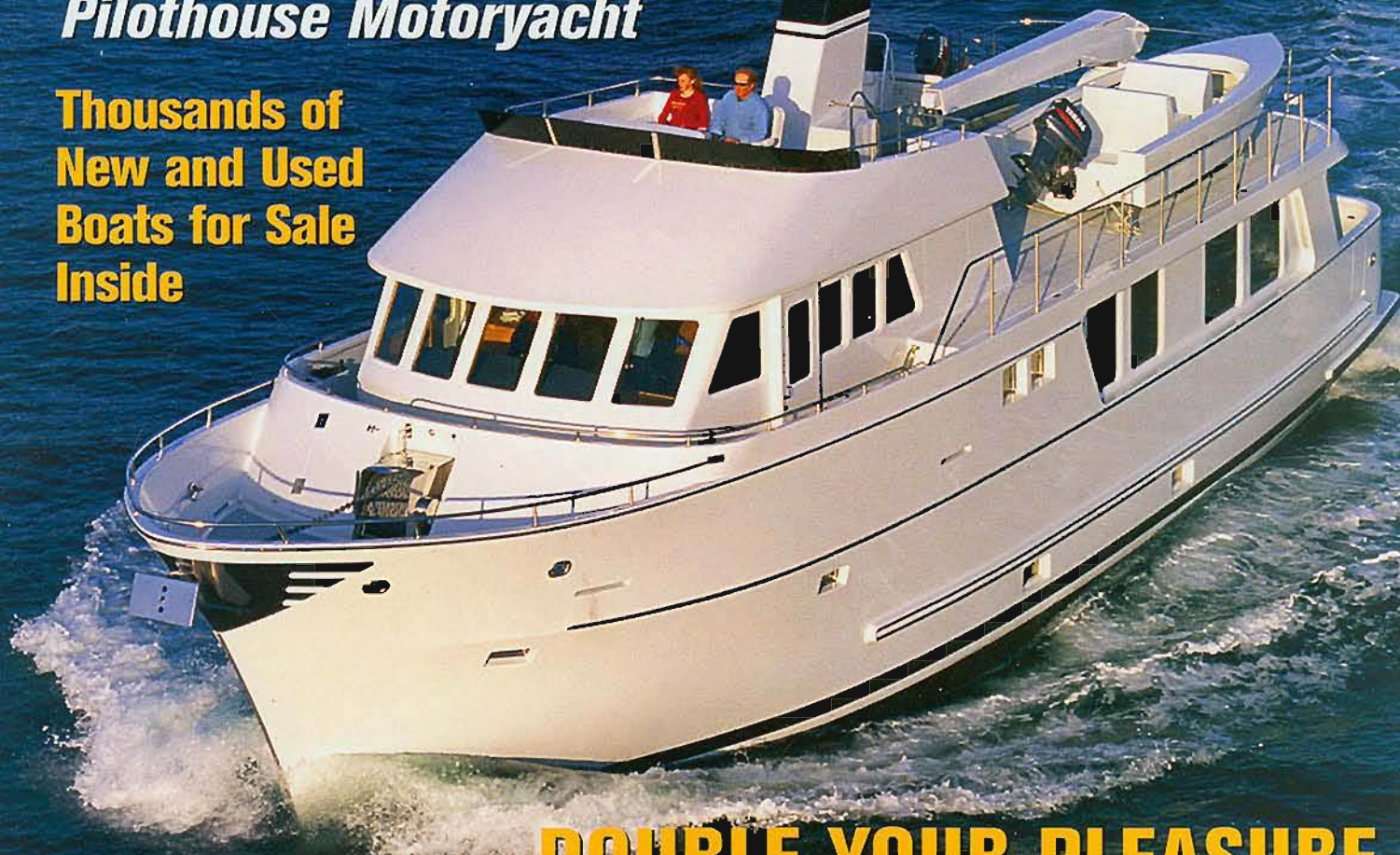
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Why One Couple Owns Two Trawlers

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WHY PILOTHOUSE MOTORYACHTS AND CRUISEWORTHY

TRAWLERS ARE HOTTER THAN EVER COMPANIONS



GOING PLACES — This trio of trawler yachts from Northern Marine — from left, a 64 and two 75 foot models — offers long cruising range and hull designs that can handle just about anything the sea dishes out.

JUST WHERE DO YOU THINK YOU'RE GOING? Take a look at the boats in your marina these days, and you'd think everyone was going on a long, long, long cruise offshore. Trawlers and pilothouse motoryachts are everywhere — and they're more popular now than they've ever been.

Why are more boaters opting for long-range-capable pilothouse motoryachts and trawlers — even if a long-range cruise may not be in their immediate future? The answer may lie in the fact

that these boats are designed to be self-contained islands of comfort — and they come loaded with just about everything you might need in a floating liveaboard home.

Northern Marine/Matt Rabl/Boatphoto

What's more, they're built on remarkably seakindly hulls that can handle a wide range of cruising conditions. Their systems are engineered to be practically trouble-free during a long offshore run — and their pilot stations come well equipped and practically arranged for maximum visibility and control.

These vessels truly are "boaters' boats." They may be the "dreamboats" that are capable of making that cruise of a lifetime their owners have

always dreamed of — but they are also practical and well-designed boats that can make even a typical short weekend cruise more fun and more convenient.

So, what's not to like?

In this issue, we'll take a look at trends in both pilothouse motoryachts and trawlers, and exactly what makes these boats so appealing to 21st century boaters. >>>

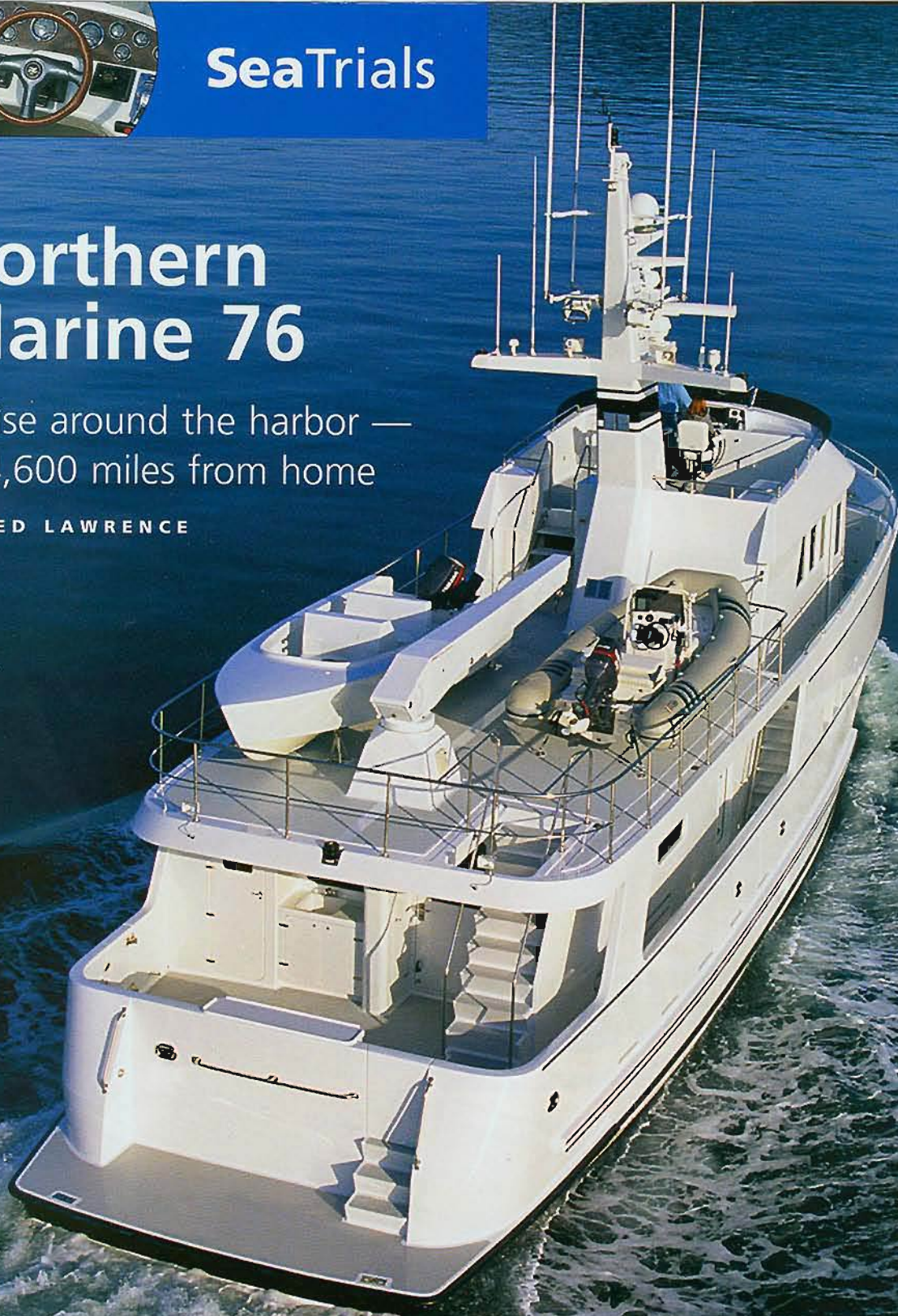


SeaTrials

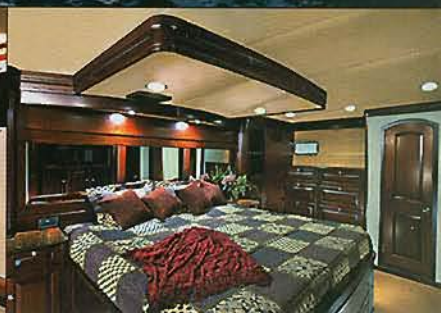
Northern Marine 76

Cruise around the harbor —
or 4,600 miles from home

BY ED LAWRENCE



Northern
Marine 76



When Bud LeMieux and Cliff Rome founded Northern Marine in Anacortes, Washington, they planned to introduce a 50-something-foot yacht with a patrol boat profile and trawler accommodations

that would appeal to cruising couples.

Six years later, that patrol boat is still on the drawing board, but the company has produced 13 trawler yachts from 55 to 83 feet in length, and it is preparing to launch the first in a series of 76

foot "production" models.

"Production" at Northern Marine, however, does not equate to cookie-cutter versions of the same boat. Hulls and superstructures of the company's boats are virtually identical, but owners have wide latitude in organizing the sizes and configurations of virtually all living spaces.

Would you prefer two Stidd seats at the helm station and an aft-facing navigation station, or three seats and a chart table close to the helm? How about seating in the dining area for four at one table, or maybe for three at a counter and three at a smaller table? Whatever you're looking for, LeMieux and company will allow the skipper and mate to design a trawler that suits their tastes, rather than being forced to accept a designer's concept.

A common denominator among all of the boats, however, is "a very relaxing form of boating," LeMieux said. "We think the trawler-type boat is the ideal yacht — quiet, seaworthy and comfortable."

EXPERIENCE COUNTS

After spending 21 years constructing pleasurecraft and commercial trawlers at Delta Marine in Seattle, LeMieux has redirected his focus to assisting serious cruisers in the realization of dreams to cruise toward the horizon.

His plan to build the patrol boat was put on the back burner when television director and renowned power boat cruising enthusiast Bruce Kessler commissioned Northern Marine to build *Spirit of Zopilote*, a 64 foot trawler currently plying Pacific waters in search of trophy fish and adventure. That project established the company's reputation as a quality builder of seaworthy adventure craft.

The Northern Marine workforce has since grown to 115 employees and 15 subcontractors, who work full time in the seven buildings that comprise 110,000 square feet of working space. Essentially a self-contained operation, its capabilities extend from the fabrication of hawse pipes to putting the finishing touches on cus-

tom interiors.

Orders for new boats include a 150-footer, a 125-footer, four 76-footers, one 64-footer and two 55-footers.

BUILT TO HANDLE ALMOST ANYTHING

Northern Marine constructs its hulls of hand-laid fiberglass with coring above the waterline. Vinyl ester resins are employed in the initial laminates to prevent osmotic blistering. Bulkheads are of fiberglass sandwich construction, and cabin sides are hand-laid fiberglass utilizing 1 to 1.15 inches of rigid structural core and biaxial material for strength.

To keep the cold out and reduce noise under way, Northern Marine installs insulation in all living areas, inside the hull and weather decks, and around the deck house and pilothouse.

Despite their size, these boats are designed to be managed by two people, and configured to respond to the recreational proclivities of their owners. Bow and stern thrusters (which are standard equipment), make for easier maneuvers in close quarters — as we learned during our sea trial.

Despite gusty winds on the beam, LeMieux easily held our test boat in place from a steering station outboard in the cockpit. As an alternative, the station could be replaced by a wet bar and storage area, and the steering pod relocated forward.

Similarly, the flybridge on the first 76-footer was designed with three seats facing forward and a C-shaped dining area. A sistership has seats for the skipper and navigator, and a conversation pit aft.

The boat decks are different, as well: One is organized to house a tender and two 16 foot kayaks, while the other holds two tenders. All are easily launched by a Nautical Structures Euro 3000 hydraulic davit.

The flexibility of design extends to the size, arrangement and configuration of interior spaces.

"If owners want a longer main saloon, we can shorten the cockpit, reduce the size of the galley or lengthen the boat," Stuart Archer, chief designer, told us dur-

Northern Marine/Neil Rabinowitz photo



FROM LEFT: Stereo speakers and a flat screen television transform the saloon into an on-the-water home theater. Mathers Micro Commander electronic engine controls are standard at the helm. Sleeping accommodations can be tailored to the size of your crew and guests. A flat screen television can be inconspicuously tucked into a cabinet.

TESTER'S OPINION: "After only six years of operation, Northern Marine's designs have been well accepted by knowledgeable buyers looking for a high-quality long-distance cruiser. This boat is definitely not designed to stay tied up to a dock. A helmsman can stand a four hour watch in comfort -- and lounging areas are spacious, filled with well-crafted woodwork and quiet under way. The galley is well organized and equipped. Accommodations are built to owner specs, ensuring that each boat is a custom fit for its skipper and crew."

Northern Marine 76

SPECIFICATIONS

Length	77 ft.
Beam	21 ft., 6 in.
Draft	6 ft., 10 in.
Weight	257,600 lbs.
Fuel capacity	5,200 gals.
Water capacity	1,000 gals.
Props	50 by 44 inch pitch, five blade
Maximum power	single 475 hp Caterpillar 3606E diesel
Price, with standard engines	\$3 million

PERFORMANCE SPECS

Top speed	11.3 knots
MPG @ 9.75 knots cruise	.93
Fuel cost for 100 miles @ 9.75 knots cruise	\$161.29**
Range @ 9.75 knots (with 10 percent reserve)	4,600 miles
Sound level	66 dB

*based on a fuel price of \$1.50 per gallon

QUESTIONS FOR YOUR DEALER

- What custom layout options are available?
- Can the main saloon be enlarged?

STANDARD EQUIPMENT

115v AC; Mathers Micro Commander electronic engine controls; 20 kw Onan generator; 55 hp hydraulic bow thruster; Cantalupi lighting; Corian countertops.

CONSTRUCTION

Hand-laid fiberglass hull with coring above the waterline. Vinylester resins are used in the initial laminates, to prevent osmotic blistering. Bulkheads feature fiberglass sandwich construction; cabin sides are hand-laid fiberglass utilizing 1 to 1.15 inches of rigid structural core and biaxial material for strength. Sound and temperature insulation is installed in all living areas, inside the hull and weather decks, and around the deck house and pilot-house.

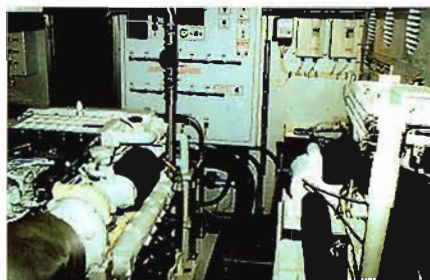
COMPANY PROFILE

Years in business	6
Number of employees	115
Northern Marine	

CONTACTS

BUILDER

Northern Marine Inc., Anacortes, WA; (360) 299-8400; www.northernmarine.com; e-mail sales@northernmarine.com



EFFICIENCY DEFINED — With the engine turning at 1,400 rpm, the Northern Marine 76 will cruise 4,600 miles with 10 percent fuel reserve at 9.75 knots.

ing a tour of the factory. "Or, we can create space in the galley by placing a freezer elsewhere on the boat — usually below in a lazarette, or on the boat deck."

Regardless of the final arrangement of spaces and furniture, the company's craftsmen are producing finely fashioned interiors accented with hardwood cabinetry — finished with coats of hand-rubbed Pro-Fin oil. Cabinets are fitted with Sugatsune latches and push knobs, and doors are furnished with Mobella handles.

Handsome and functional Cantalupi lighting, installed throughout, supplements the natural light that flows through the interior — with three windows to port and starboard.

Couch potatoes will feel right at home in the spacious main saloon, where they can enjoy music from stereo speakers that fill the cabin with sound, or video from a flat screen television that is inconspicuously tucked away, inside a cabinet.

Wolfgang Puck would appreciate working in the boat's U-shaped galley, surrounded by Corian countertops. The cooktop is a Jenn-Air range/grill/oven combination, augmented by a Sharp microwave/convection oven.

Stores are at the chef's fingertips, with a 36-inch-wide Sub-Zero refrigerator/freezer combination. After dinner, you can toss the dishes into a Kitchen Aid dishwasher and retreat to the study for cigars and brandy (or maybe coffee and cookies).

Sleeping accommodations can also be tailored to the size of crew and guests who'll be aboard. In one available layout, skipper's accommodations are forward on the main

level, with VIP and guest staterooms below. In another, the captain and first mate sleep belowdecks in quarters that occupy the center one-third of the vessel, and guests occupy two staterooms above.

A COMFORTABLE CRUISE

Since the first NM 76 wasn't scheduled to launch until late spring, we hitched a ride aboard its predecessor, the NM 75. In profile, the two bear a striking resemblance, and hull shapes are similar — however, the newest model is 2 feet longer and 3 feet wider than its older sistership. A diesel engine that provides 60 hp more performance offsets the heavier displacement.

Our test cruise proved LeMieux's claim of relaxed, comfortable and quiet boating. Before boarding, the air was filled with the sound of halcyons banging on the flagpole at the harbor master's office — however, once we stepped aboard, the interior spaces were dead quiet.

While light displacement sportboats bounced from wave to wave, we motored smoothly into a flood current. Motoring at 1,400 rpm, speed held steady at 8 knots and the fuel gauge indicated consumption at three-quarters of a gallon per mile. At cruising speed — 10 knots — the tachometer read 1,700 rpm and fuel consumption increased to 12 gallons per hour.

As you would expect, hydraulic stabilizers produced a smooth ride, despite choppy seas. It was no surprise that the ride was nearly identical with stabilizers disengaged. This is not a sportboat, but we made sweeping 360 degree turns in two to three boat lengths while heeling five degrees.

Archer estimates that the new 76-footer will cruise 4,600 miles with 10 percent reserve at 9.75 knots, with the engine turning 1,400 rpm. Assuming his calculations are accurate, a trip from Seattle to Hawaii will take less than 10 days on half of this boat's fuel capacity.

We're hoping for an invitation to test his math — while under way. 🌊

CONTACT: Northern Marine Inc., Anacortes, WA; (360) 299-8400; www.northernmarine.com